

BE1**METHOD STATEMENT****RG30****TO COLLECT ON-SITE ACCOMODATION UNITS**

DOCUMENT COMPILED AND ISSUED BY		DOCUMENT SUMMARY
Date:	Revision: 1	Lorry Loader Operator: TBC Registration TBC Crane Model TBC
Author of the method and risk assessment Name: XXX		Method(s) of Lifting Documented: TOP / 4 CORNER / BOTTOM / WEBBING SLINGS
Signature: XXX		Additional Comments:
Position: XXX		Lorry Loader Operator Briefing (further operative briefings sign off p15) Sign..... Date.....

Site Locations	Contact Details	
XXXXXX	XXXX	
Communications and Liaison		
XXXXXXXX		
Site Hazard Assessment Visits		
Date	Name	Customer Representative
XXX	XXX	XXXX
Description of Works		
Collect 3 x 20ft cabins stairs and 3+1 toilet;		
Timescale Details		
Delivery is due on TBC Further timing details available from XXXXX		

Version	Comments	Approved by	Date approved	Date of next review
01	First issue of document	XXXX	XXXXXX	If required

Clients Responsibility

It is the client's responsibility to ensure that the following site hazards have been controlled prior to B Everett entering site where applicable:

- .1 Overhead obstructions (overhanging trees, power cables, telephone cables)
 - .2 Excavations
 - .3 Height restrictions
 - .4 Width restrictions
 - .5 Parked vehicles
 - .6 Underground services
 - .7 Ground conditions (must be of sufficient strength to withstand load pressure)
- *this list is not exhaustive

Operational Hazards

- 2.1 Vehicle movements.
- 2.2 Use of access equipment.
- 2.3 Working at Height.
- 2.4 Manual handling.
- 2.5 Use of lorry loader crane and associated lifting equipment.
- 2.6 Movement of suspended loads.
- 2.7 Locating of unit(s).

Site Specific Hazards

- 3.1 Manoeuvring vehicles. (Use Banksman where necessary)
- 3.2 Other site operatives. (Use Barriers if required)

Site Emergency Procedures

- 4.1 If an emergency arises all Operators will be moved to a designated place of safety, which will be briefed during induction prior to work commencing. (Client to advise)

First Aid

- 5.1 A qualified First Aider will be on site during the operation that this Method Statement Risk Assessment covers (Client to provide)

Environmental Protection Arrangements

- 6.1 Waste materials will be disposed of in the appropriate waste skips supplied on site although it is anticipated that there will be no waste generated from this operation.
- 6.2 Any spillages of materials or liquids hazardous to the environment will be contained and reported to the site supervisor immediately. Spill kits are on all lorry vehicles.
- 6.3 All personnel will be briefed on the importance of keeping any potential noise during the works to a minimum although it is not anticipated to be a problem.
- 6.4 The lifting operation will not generate dust.

Plant and Equipment

- 7.1 Lorry loader crane and associated lifting accessories (chains, slings, shackles) complies with LOLER 1998 and has LOLER certification available.
- 7.2 Access equipment (ladder / laddermate)
- 7.3 Use of small hand tools to secure staircase/ landing

Safety Equipment

- 8.1 Safety helmets – compliant to EN 397: 1995
- 8.2 Safety boots – compliant to EN ISO 20345:2004
- 8.3 Hi-visibility clothing – compliant to EN 471:2003
- 8.4 Safety harness/Fall arrester – compliant to EN 261:2002 and EN 341:1993
- 8.5 Safety gloves – compliant to EN 420:2003
- 8.6 Safety glasses – compliant to EN 166:2001
- 8.7 Ladder stabilising device – ladders may be fully footed by a second operative, or tied off such as with ratchet strap

Public Interface

- 9.1 No unauthorised persons to be in the vicinity during lifts. (client to provide barriers if necessary).

Client/Site to arrange

- 10.1 Inductions. (If required)
- 10.2 Clear access egress and area of installation.
- 10.3 Site supervision.

Procedure Details	
11.1	Lorry loader vehicles will arrive to site, the drivers will sign in and complete any site induction if necessary. Responsible person on site will provide site-specific safety information.
11.2	Driver will provide all necessary certification for the Lorry Loader and lifting accessories to be utilised. Competency cards to be available on site (slinger/ lorry loader/ manual handling etc.).
11.3	Responsible person on site will give instructions on positioning loading point and suitability of ground and will provide banksman to assist in positioning of lorry (if applicable).
11.4	Lorry loader will proceed to and assess the suitability of the loading point, reporting any concerns to the responsible person who will assist with resolution.
11.5	Operator to ensure segregation of lifting area, with the used of cones and tape or client to provide barriers.
11.6	Once Operator is satisfied to proceed, the lorry loader crane can be set up as per the manufacturer's instructions. Operator will prior to lifting complete onsite Risk Assessment/Pre-Lift Check Sheet.
11.7	Operator will extend stabiliser legs of lorry loader and place outrigger pads under feet before lowering hydraulic legs, checking firmness of ground. Locking mechanisms must be operated.
11.8	Operator will unfold lorry loader arm and attach appropriate lifting accessories including fall arrester (if using) and check for any defects. Follow appropriate action if defects noted.
11.9	Operator will position the loader arm centrally over the unit. Cut out switch is activated. (Load restraints are removed).
11.10	<u>Lifting Methods</u> a, <u>Bottom lifting ISO Casting</u>: method is to be attached with 4 x cam locks into the four bottom ISO castings along with shackles, the hook of the chains is then connected in to the shackles, use wear sleeves were necessary. b, <u>Bottom lifting accommodation units</u>: method for accommodation units is for operator to position and secure the chains hook directly on to the designated lifting lug situated on the bottom corner of the unit. Note – If using 2-meter webbing extensions each eye of the webbing sling will be shackled on to the designated lifting lug, use wear sleeves were necessary. c, <u>4 Corner method</u>: Operator will connect the lifting chains to the four lifting points via a fully stabilised ladder, avoiding the need to access the unit roof. Ladder MUST be stabilised and 3 points of contact MUST be achievable when connecting the lifting chains. d, <u>Roof top access</u>: If roof access is required, then full body safety harness attached to fall arrest system MUST be worn. If the above system is not achievable and roof access is required, the following method must be followed by a trained operative: • Operator inspects safety harness and ladder for defects. Follow appropriate action if defects noted. • Operator retrieves snap hook from fall arrester (Inertia/Rope) and attaches to safety harness at ground level, Operative must be attached always during any/all working at height. • Access to the unit is made from a fully stabilised ladder placed centrally to the unit. • Operator takes one chain leg at a time and connects to the unit lifting point until all chains are connected. • Operator descends ladder and disconnects from fall arrest system. • Ladder is stowed away. • If lone working only works on single stack units is permitted providing an “auto-descender” type fall arrest block is being used. No lone working is permitted if “non-auto-descender” type fall arrest blocks are being used. • If working on double stacked units second man is required.
11.11	Cut out switch is deactivated. Operator to attach guide ropes/ tag lines to assist stability during lifting and may request assistance in holding guide ropes/ tag lines if necessary.
11.12	Operator carefully operates lorry loader to tension the lifting tackle and centralise crane hook over centre of load.
11.13	Before lifting commences driver ensures no unauthorised personnel are in vicinity and authorised personnel are clear of lifting route.
11.14	Operator proceeds to take a trial lift and lifts load slightly whilst monitoring stability Ensuring the unit is reasonably level when airborne. Final inspection of lifting points under tension is made to ascertain suitability.
11.15	When satisfied that load is stable Operator manoeuvres and lowers unit to the offloading point

11.16 Loader arm is lowered slightly to release tension. Cut out switch is activated.

11.17 Operator then disconnects lifting accessories.

11.18 Cut out switch is de-activated; loader arm is manoeuvred away from load.

11.19 When loading is complete, lifting accessories is removed from hook and stored, loader arm is folded away and stabiliser legs retracted.

11.20 The same procedure as outlined above is followed for the lifting and loading of the double-stacked unit (second unit)

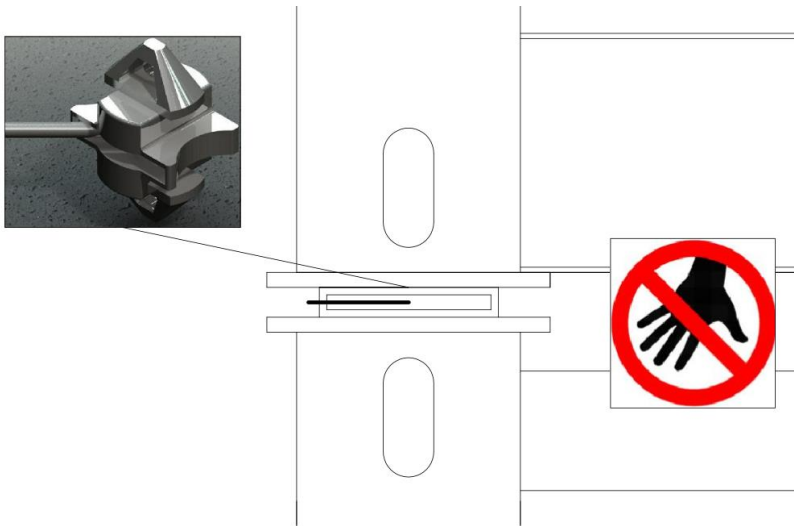


Figure 1: Securing of stacked units using twist lock intermediaries

HANDS TO BE KEPT CLEAR AT ALL TIMES WHEN LIFTING AND LOWERING THE LOAD

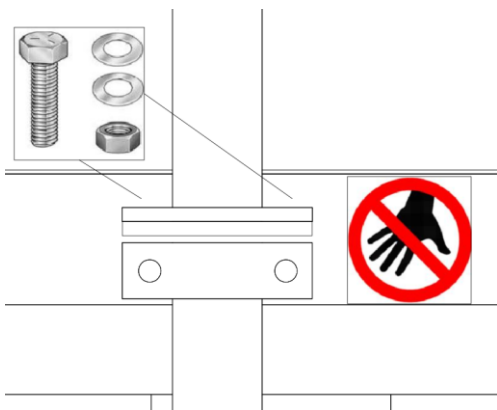
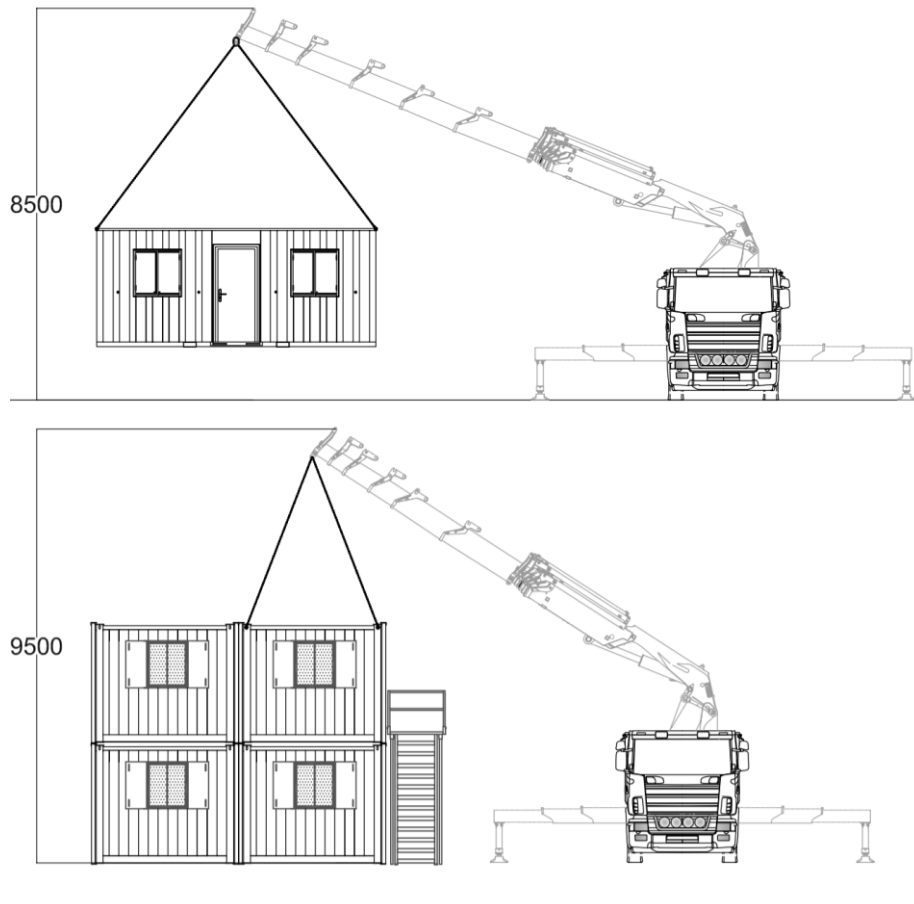


Figure 2: Securing of stacked units using bolts in jacklegs

HANDS TO BE KEPT CLEAR AT ALL TIMES WHEN LIFTING AND LOWERING THE LOAD

Lift Heights and overhead space requirements

As a result of sling angle requirements (and height required to unfold the lorry loader crane itself) a large amount of headroom is required for our lorries to deliver. The examples below are based on an average lorry bed height and sling length. The height limit required for a loaded lorry loader vehicle whilst travelling is 14ft (4.25m).



These heights are designed as a guide only. If overhead clearance is critical consult your nearest branch as lorry bed heights, accessory lengths, and unit lifting points do vary. This also assumes that powerlines are not part of the overhead obstruction, as these need additional careful planning not detailed in this document.

Bottom Lifting Method: Containers and Containerised Accommodation units

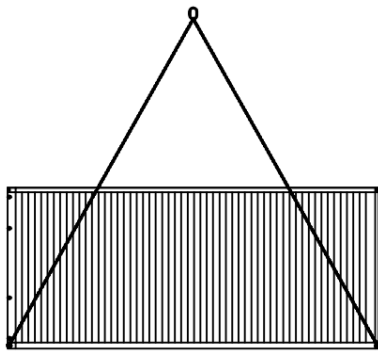


Figure 3

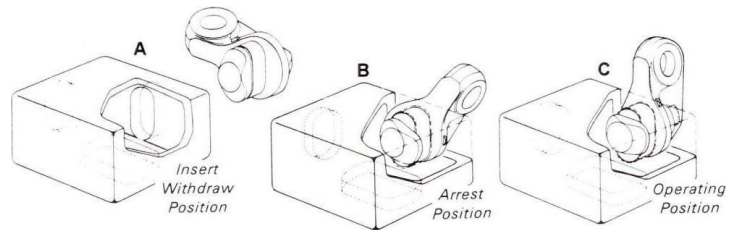


Figure 2:

Container lung for 'Bottom Lifting'

Operator attaches 4 x cam locks (Preston Shoes) into the four bottom ISO castings along with shackles, checking the ISO casting for any visual defects. The chain hooks are then connected to the shackles.

Full procedure on section 11.10 A

Bottom Lifting Method: Accommodation units

Accommodation unit slung for 'Bottom Lifting' eliminating Working at Height.

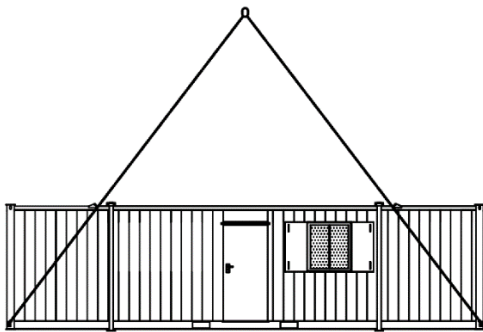


Figure 4

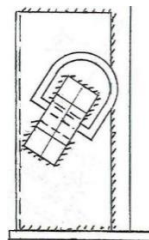


Figure 5

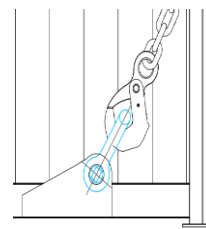


Figure 5

Bottom lifting method for accommodation units is for the operator to position and secure the chain hook directly on to the lifting lug situated on the bottom corner of the unit, with the safety catch of all brother chain hooks positioned facing away from the units centre of gravity, checking the lifting point for any visual defects.

Note: units have two types of bottom lifting points. The type shown in Figure 5 require the use of 1 No. 3.0te 'D' shackle connected to each lifting point, to hand-tightness, and the chain hook connected to the shackle.

Full procedure on section 11.10 B

Four Corner Method

Figure 6



Figure 7

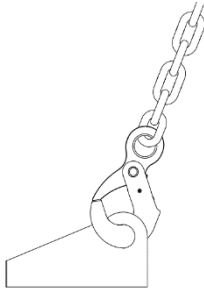
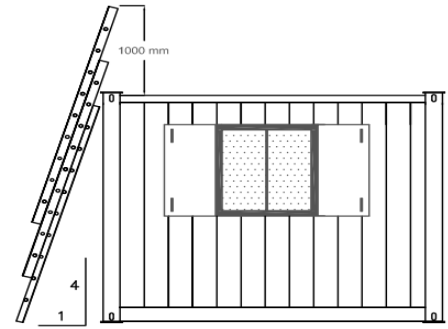


Figure 8



Figure 9



Safety catch positions

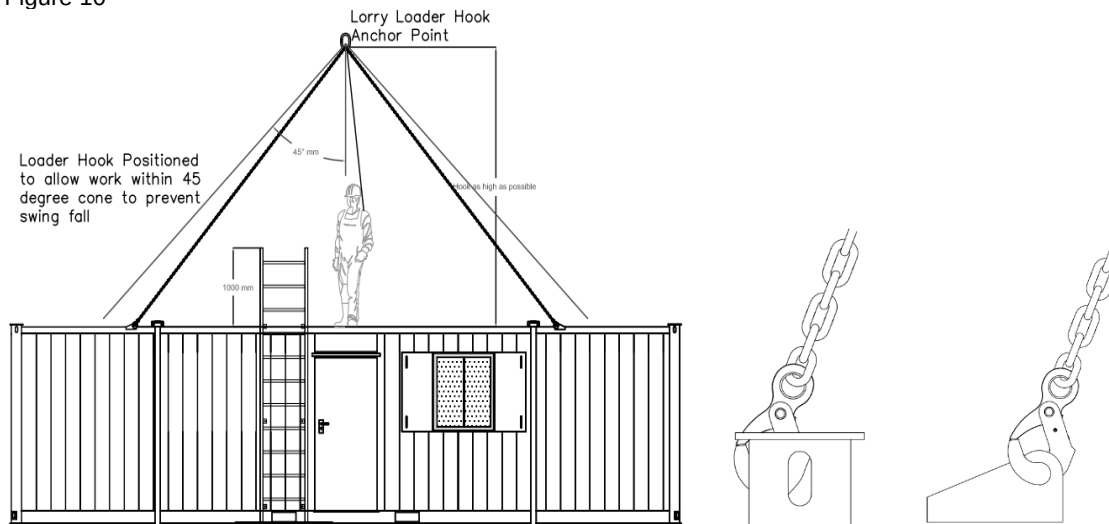
ladder positions

Ladder Angle

The Four Corner method of lifting is for the operator to connect the lifting chains to the four lifting points via a fully stabilised ladder; angled 4 to 1 against the cabin avoiding the need to access the unit roof; checking the lifting point for any visual defects. Ladder MUST be stabilised, and 3 points of contact MUST be achievable when connecting the lifting chains.

Top Lifting Method.

Figure 10



1 With the auto descender fall arrest block connected to the crane hook as an anchor point, the Operator retrieves snap hook via a tagline and attaches to safety harness at ground level. Operative must be attached at all times during all working at height tasks.

13.0 Staircase dismantle procedure

Staircase dismantle

- i. Lorry loader is manoeuvred over stairs and slings attached by choke hitch sling method to 4th/5th step down from top to allow lifting at correct angle. Lorry loader tensions slings.
- ii. A fully restrained ladder is placed underneath the landing, providing stabilised access for an operator to unbolt stairs from landing. When stairs are unbolted they are lifted away from landing and placed upon ground, where handrail may be unbolted and removed. Stairs may be lifted onto lorry, along with handrail.
- iii. Lorry loader is manoeuvred over landing; ladder is placed alongside and fully restrained. Landing is slung by basket hitch sling method, tension is taken up.
- iv. Operative repositions and restrains ladder to unbolt uprights and remove from landing.
- v. Ladder is repositioned and restrained to unbolt landing from the unit. When all bolts are removed, operative descends and retracts ladder, removing from under landing.
- vi. Lorry loader manoeuvres landing down to ground, where handrail may be unbolted and removed. Landing and handrail may then be lifted onto bed of lorry. **Note do not permit the transport of staircases, or any ancillary items on cabin roofs, or inside units / containers.**

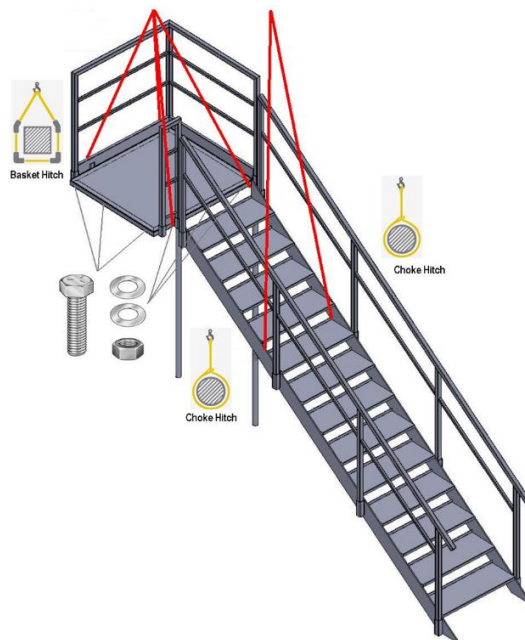


Figure 13:
Slinging and securing of steel staircase and landing

12.0 Lift Classification and Plan (as defined in ALLMI Best Practice Guide 'Safe Use of Lorry Loaders' (2010))

BASIC LIFT	INTERMEDIATE LIFT	COMPLEX LIFT
✓		

LORRY LOADER DETAILS & OTHER SPECIFICATIONS

Item	Registration	Make/Model	SWL tm
1	XXX	FASSI F485 A 2.25	48te
2	XXX	FASSI F710RA 2.26	71te

LIFTING TACKLE

Item	Description	SWL te
1	Four leg chain slings	6.7 te
2	Shackles	3.25 te each
3	Four leg chain slings (if bottom lifting)	4.2te
4	Bottom Lifting Cam Lugs (if bottom lifting)	7te each

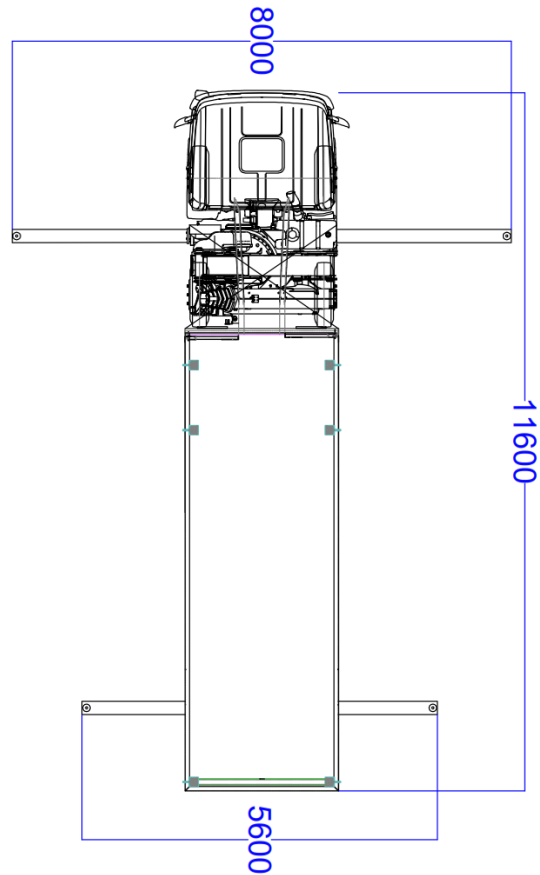
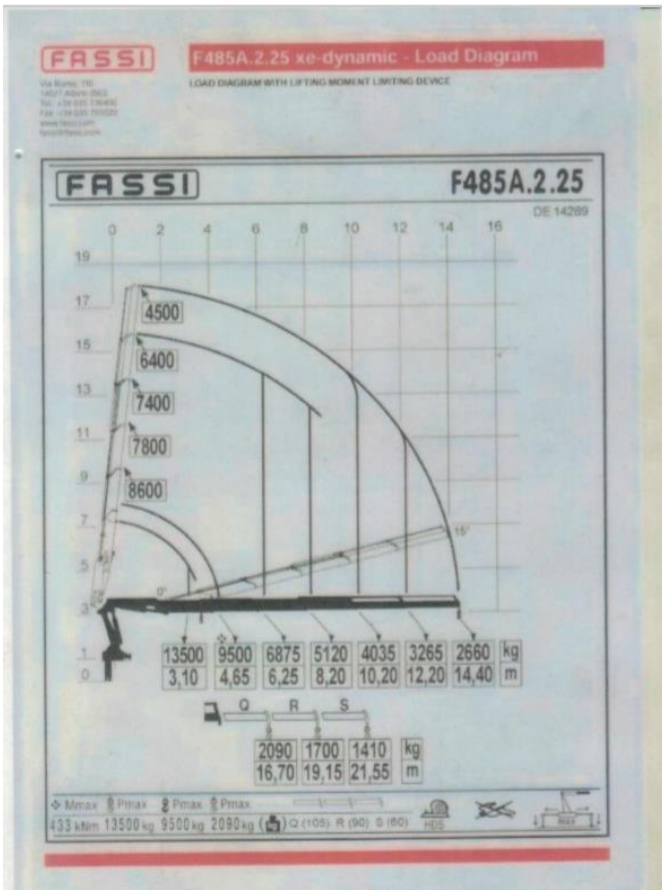
STANDARD CABIN WEIGHTS

	Dimensions / Description	Imperial Dimensions	Weight te
	3.66m x 2.745m 2+1 steel WC unit	12' x 9'	3.0te
1	4.875m x 2.745m 3+1 steel WC unit	16' x 9'	3.5te
	9.8m x 3.0m steel accommodation unit	32' x 10'	5.0te
	7.3m x 2.7m steel accommodation unit	24' x 9'	3.5te
3	6.1m x 2.4m steel accommodation unit	20' x 8'	2.5te
	4.875m x 2.4m accommodation unit	16' x 9'	2.0te
	3.0m x 2.4m steel accommodation unit	10' x 8'	1.5te
	6.1m x 2.4m steel container unit	20' x 8'	2.5te
	3.0m x 2.4m steel container unit	10' x 8'	1.5te
	7.3m x 2.4m steel container unit	24' x 8'	3.0te
	9.1m x 2.4m steel container unit	30' x 8'	3.5te
	12.0m x 2.4m steel container unit	40' x 8'	4.0te
	6.1m x 2.745m steel welfare unit	20' x 9'	3.5te
	7.925m x 3.1m steel welfare unit	26' x 10'	5.5te
1	Steel staircase and landing	N/A	800kg
	platform	N/A	750kg
	Plastic waste tank	N/A	250kg
	WC steps	N/A	250kg

OPERATOR COMPETENCY

Name	Responsibility	Accreditation/card number/ expiry date
TBC	Lorry Loader Driver / Operator	ALLMI lorry loader ALLMI slinger
TBC	Lorry Loader Driver / Operator	ALLMI lorry loader ALLMI slinger
TBC	Site Technician	CSCS/ALLMI

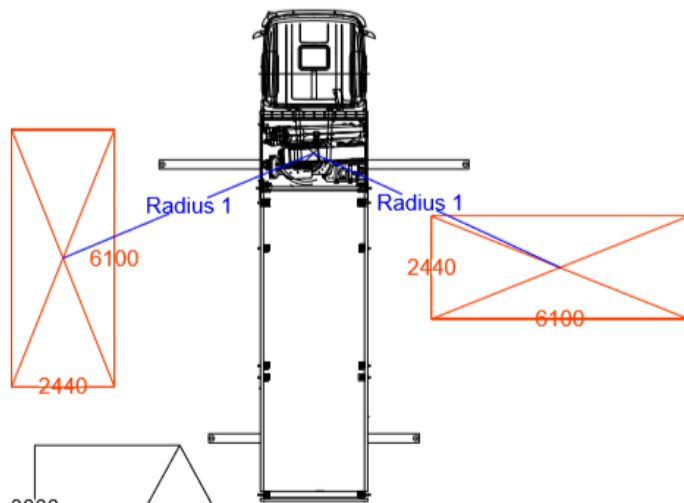
Duty Chart & Vehicle Dimensions



Item (lorry loader model)	Fassi F485 A 2.25ra.2.24	
Crane position	20FT Cabin	
Crane capacity	48	t/m
Outrigger configuration	Full	
Max Boom length	14.4	m
Max Lift Radius	9.5	m
lifting tackle	0.25	te
Max weight of load	2.5	te
Total weight	2.75	te
Safe working load @ 12.20m	3.265	te
Lift as % of SWL	84%	%

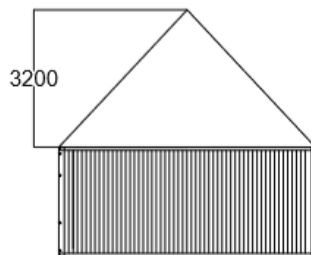
Item (lorry loader model)	Fassi F485 A 2.25ra.2.24	
Crane position	3+1 Toilet	
Crane capacity	48	t/m
Outrigger configuration	Full	
Max Boom length	14.4	m
Max Lift Radius	8.5	m
lifting tackle	0.25	te
Max weight of load	3.5	te
Total weight	3.75	te
Safe working load @ 8.20m	5.1	te
Lift as % of SWL	74%	%

1.3. 6.1m x 2.4m (20' x 8') steel accommodation unit



Bottom Lift

Chain Length 7000mm each leg
Chain WLL = 4.25te @ 90 degrees
4 No. Bottom Lifting Cams = 3te WLL
Weight of Load: 2500kg



Top Lift

Chain Length 5000mm each leg
Chain WLL = 4.25te @ 90 degrees
Weight of Load: 2500kg

DO NOT SCALE

NOTES:

Rev	Date	Details Of Issue	Initials

Status

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Client Project: Lifting Plan Title: 3 Axle 20ft x 8ft (6.1m x 2.4m)
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Drawn	Date:	Scale (at A4)
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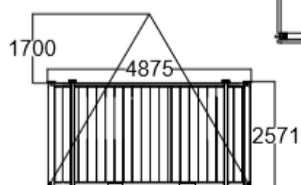
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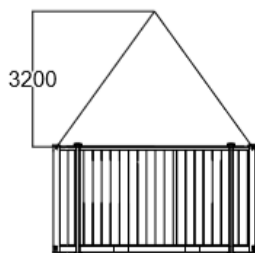
A4

NOTES:

A top-down diagram of a vehicle on a lift. The vehicle is at the top, with a black rectangular area representing the engine compartment. Two blue lines, labeled "Radius 1", extend from the engine compartment to the corners of two orange rectangles. The left rectangle has a width of 2745 and a height of 4785. The right rectangle has a width of 4785 and a height of 2745. The lift is represented by a vertical column with horizontal bars at the top and bottom.



4.25te WLL 4 leg brother chains @90°
Chain length each leg 5000mm
Weight of load: 3500kg



4.25te WLL 4 leg brother chains @90°
Chain length each leg 4000mm
Weight of load: 3500kg

Rev	Date	Details Of Issue	Intest
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Estimate

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Client

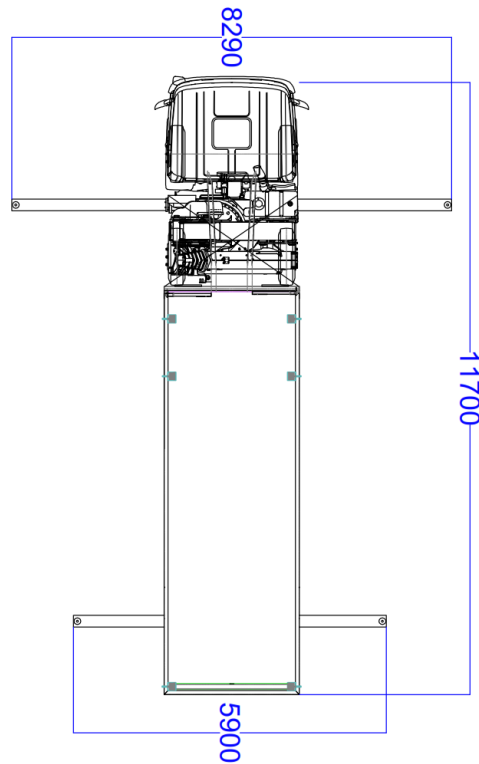
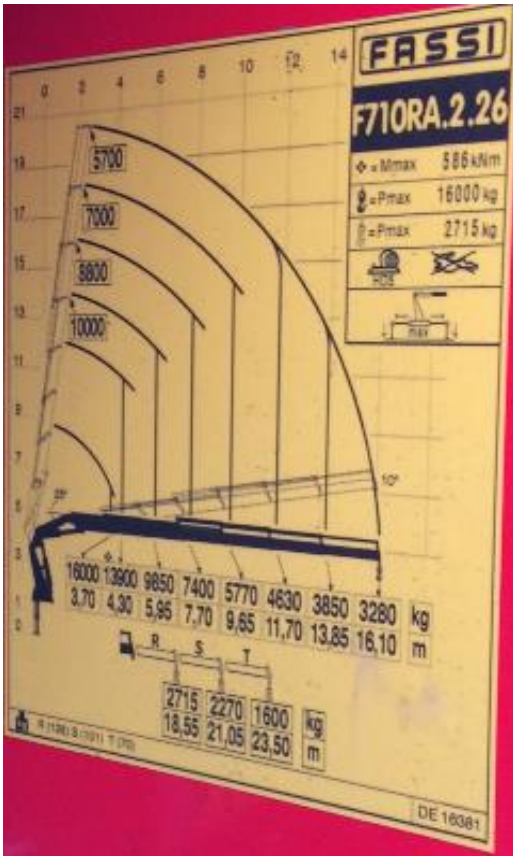
Project	Lifting Plan
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Title	3 Axle 16ft x 9ft (4.8m x 2.7m) WC
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Dwg no.	Revision No.
1	1

Duty Chart & Vehicle Dimensions



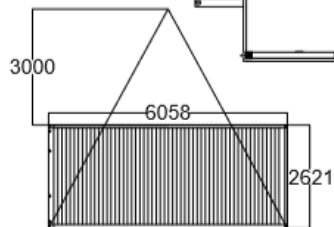
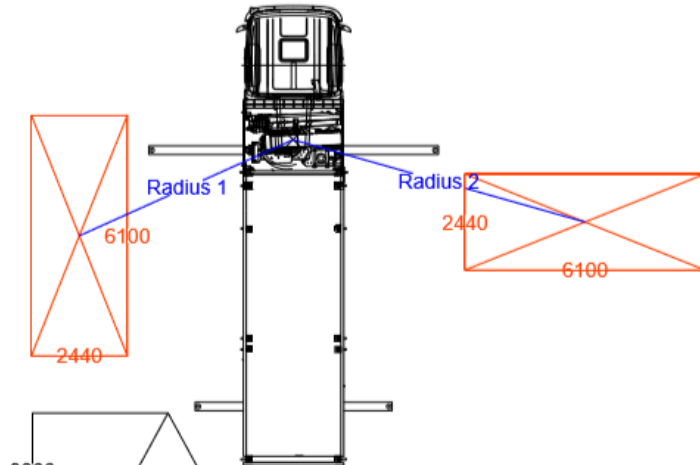
Item (lorry loader model)	Fassi F710RA 2.26	
Crane position	20FT CABIN	
Crane capacity	71	t/m
Outrigger configuration	Full	
Max Boom length	16.1	m
Max Lift Radius	9.5	m
lifting tackle	0.25	te
Max weight of load	2.5	te
Total weight	2.75	te
Safe working load @ 16.1m	3.25	te
Lift as % of SWL	85%	%

Item (lorry loader model)	Fassi F710RA 2.26	
Crane position	3+1 Toilet	
Crane capacity	71	t/m
Outrigger configuration	Full	
Max Boom length	16.1	m
Max Lift Radius	8.5	m
lifting tackle	0.25	te
Max weight of load	3.5	te
Total weight	3.75	te
Safe working load @ 11.7m	4.63	te
Lift as % of SWL	81%	%

DO NOT SCALE

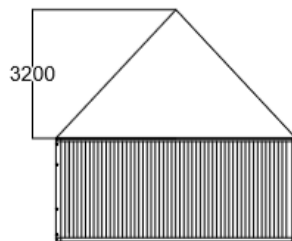
NOTES:

1.3. 6.1m x 2.4m (20' x 8') steel accommodation unit



Bottom Lift

Chain Length 7000mm each leg
Chain WLL = 4.25te @ 90 degrees
4 No. Bottom Lifting Cams = 3te WLL
Weight of Load: 2500kg



Top Lift

Chain Length 5000mm each leg
Chain WLL = 4.25te @ 90 degrees
Weight of Load: 2500kg

Rev	Date	Details Of Issue	Initials

Status

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Client

Project **Lifting Plan**

Title **4 axle
20ft x 8ft (6.1m x 2.4m)**

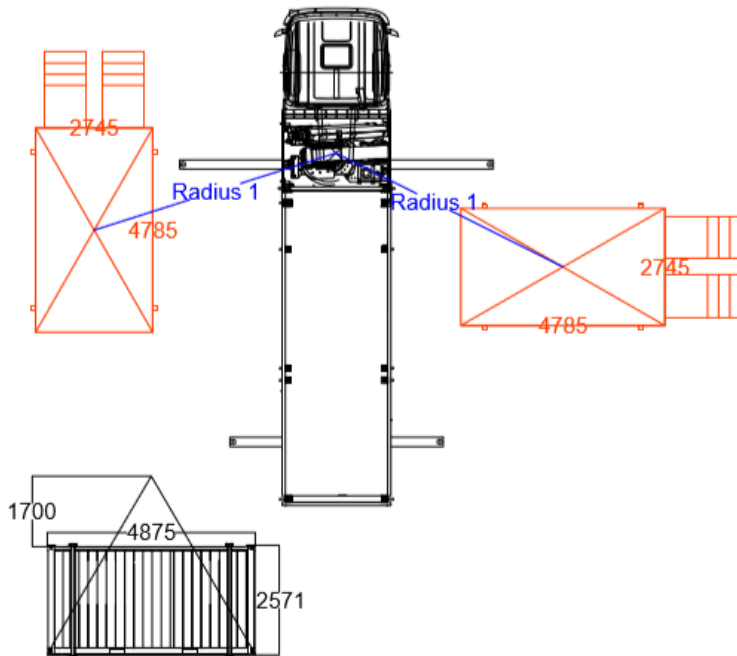
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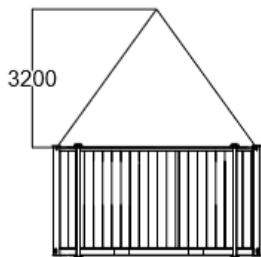
NOTES:

1.8. 4.8m x 2.75m (16 x 9') steel 3+1 WC



Bottom Lift

4.25te WLL 4 leg brother chains @90°
Chain length each leg 5000mm
Weight of load: 3500kg



Top Lift

4.25te WLL 4 leg brother chains @90°
Chain length each leg 4000mm
Weight of load: 3500kg

Rev	Date	Details Of Issue	Initials

Status

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Client

Project **Lifting Plan**

Title **4 axle
16ft x 9ft (4.8m x 2.7m) WC**

Drawn: Date: Scale (if A4):

1:150

Dwg no. Revision No.

1 1

A4

Appendix F: Wind Speeds and 'Sail Effect' guidance

All of lorry loader cranes are made by Fassi or Cormack. Their guidance is that without a load attached their cranes can operate in 13.8m/s (metres per second) of wind speed. However, our units have a considerable 'sail area', which means that our suspended loads could be swung out of balance and radius, making the loader crane potentially unstable.

The following has been calculated using the ALLMI guidance note 021 'Determining the Sail Effect for Wind' using a coefficient of resistance of 1.1; and a height speed multiplier of 1.0 (under 10m).

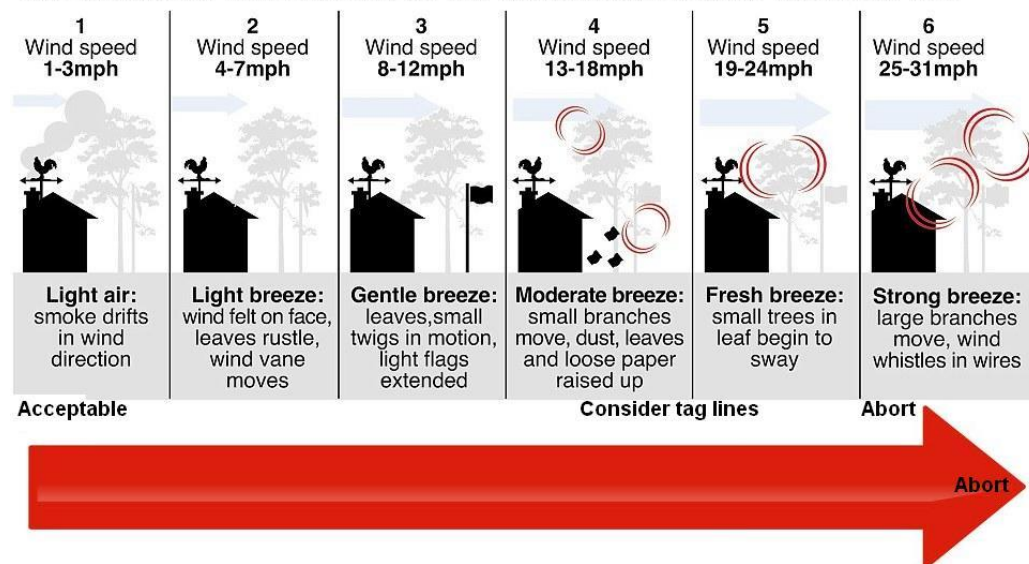
All lorry loader drivers carry anemometers (wind speed measuring devices) to assess wind speeds prior to lifting; alternatively the conditions can be assessed using the 'Beaufort Scale' which describes easily observed physical conditions. If our operators are unsure, or need further guidance they should contact their Lifting Operations Manager in the first instance.

Allowed Operating Wind Speed Adjusted for Sail Effect				
Unit Size (m)	Unit Size (Ft)	Metres / Second	MPH	Beaufort
3.0 x 2.4	10 x 8	6.29	14.07	4
4.8 x 2.4	16 x 8	5.75	12.86	4
6.1 x 2.4	20 x 8	5.69	12.72	4
7.3 x 2.4	24 x 8	5.7	12.75	4
8.9 x 2.4	30 x 8	5.58	12.48	4
12.2 x 2.4	40 x 8	5.4	12.07	3
7.3 x 2.7	24 x 9	6.22	13.91	4
9.8 x 3.0	32 x 10	6.42	14.36	4
7.92 x 3.1	26 x 10 Welfare	7.14	15.97	4
3.6x 2.75	12 x 9 2+1	8.14	18.2	5
4.8 x 2.75	16 x 9 3+1	7.617	17.03	4

Note these calculations are based on a freely suspended load and do not take into account the load being stabilised, such as by the use of tag lines.

Beaufort wind scale for land

The Beaufort wind scale begins at zero with wind speeds of less than one mile per hour



13.0 Lorry Loader Operation Pre-Start Check

IF ANY OF THE ANSWERS BELOW ARE 'NO' LIST FURTHER CONTROL MEASURES UNTIL THE PROCESS IS SUITABLY CONTROLLED IN CONSULTATION WITH RESPONSIBLE PERSON ON SITE AND / OR APPOINTED PERSON AS PER THE KEY BELOW:

GREEN: Proceed with the lift

AMBER: Consult with responsible person on site until resolved, or contact B Everett

RED: Stop work immediately and contact the Appointed Person on site

SATISFACTORY?

Have the vehicle daily walk around checks; loader crane and lifting accessories; and Safety Equipment / PPE pre-use checks been completed and documented?	Yes	No
Has a site induction been conducted, and the client confirmed they have seen and approved these documents?	Yes	No
If on a public road are the emergency services able to pass whilst you are working?	Yes	No
Is the work area clear with adequate hard standing? Free from slip, trip and fall hazards, and with sufficient space available for the lorry loader vehicles to set up for lifting, including vehicle stabilisers?	Yes	No
Are adequate controls in place to prevent ingress of others, including children/public?	Yes	No
Clear overhead - electricity (min distance to cables is 9m wooden poles and 15m steel structures, PLUS full length of boom PLUS any protruding load)?	Yes	No
Clear overhead – other (telephone cables, canopies, trees, bridges)?	Yes	No
Is the ground condition around the working area free from underground services, manhole covers, and backfilled areas? Can you set up 1m away for every 1m deep from any excavations?	Yes	No
Are the lifting points visually sound? Note: units are not suitable for lifting using the jacklegs	Yes	No
For deliveries, is the ground condition where the unit(s) will be positioned level and of suitable strength to accommodate the weight of the unit, and without requiring excess packing?	Yes	No
Are the weather conditions satisfactory to conduct a safe lift?	Yes	No
Is the site adjacent to any railway lines, either within a Network Rail boundary fence or in such proximity that an emergency may affect the safety of the lines? (collapsible radius minimum 4m from the network rail boundary fence (NOT TRACK))	Yes	No

State which safe method of lift is being used (tick box):

Eliminate Roof Access		Mitigate Effects of Roof Access		Other	
Bottom Lift containerised unit		Top lift with inertia block & harness		Webbing sling (refer to Appointed Person)	
Bottom lift accommodation unit					
Four corner method					

Further Comments / Control Measures:

If the delivery location is going to substantially change prior to the unit's eventual collection, such as new buildings or access routes, or any further information that the branch should be made aware of, please note here:

I confirm that on completion of this checklist all areas are satisfactory, and the lifting operation can commence per the contents of this method statement and risk assessment:

Lorry Loader Operator:

Name (printed)...

Name (Signed)...

Date...

<u>Additional Operatives</u>			
Role	Name (printed)	Name (Signed)	Date

To calculate the level of risk, identify the probability then multiply by the severity. This equals the level of risk
The residual risk must be as low as is reasonably practicable. If the residual risk rating is higher than 9 then the risk is unacceptable and an alternative control measure must be implemented

RISK ASSESSMENT											
ACTIVITY AND RISK		Persons Affected	INITIAL RISK RATING (IR) P x S = IR			CONTROL MEASURES	RESIDUAL RISK RATING P x S = RR				
Vehicles entering site to proceed to the loading/unloading point. Associated risks include: Possible vehicle collision with onsite plant, equipment, vehicles or personnel		Site Personnel Operator	3	4	12	- Operatives to contact site representative upon arrival & complete any site induction where necessary and familiarise themselves with the site restraints - Site speed limits to be observed always and caution to be taken whilst manoeuvring vehicle around site, all reversing to be assisted by a banksman.	1	4	4		
Vehicles proceeding to the loading/unloading point. (cont.) Associated risks include: Vehicle unable to proceed to loading/unloading point due to unsuitable site ground conditions possibly resulting in vehicle obstruction to other vehicles or delivery/collection postponed.		Site Personnel Operator	2	2	4	- Client to ensure that a suitable route to the collection delivery area is available - Authorised site routes to be used always	1	2	2		
Lorry loader vehicle setting up for lifting operation. Associated risks include: Obstructions within the vicinity of the lorry loader setting up area, increasing possibility of collision with people, plant, materials or equipment.		Site Personnel Operator	2	5	10	- Responsible person on site to ensure lift area is free from any potential hazards - Operator to visually check surrounding areas prior to setting up - Any obstructions within proximity to the lift to be move prior to lift commences	1	5	5		
Enter the following number in the appropriate column			Risk Rating = Probability x Severity. If risk rating is more than 9, risk is unacceptable								
Probability	1 = Unlikely Occurrence		Severity			1 = Trivial					
	2 = Rare Occurrence					2 = Minor Injury					
	3 = Occasional Occurrence					3 = Over 3-day Injury					
	4 = Frequent Occurrence					4 = Major Injury					
	5 = Often Occurs					5 = Fatality					

RISK ASSESSMENT								
ACTIVITY AND RISK	Persons Affected	INITIAL RISK RATING (IR) P x S = IR			CONTROL MEASURES	RESIDUAL RISK RATING P x S = RR		
		P	S	IR		P	S	RR
Lorry loader vehicle setting up for lifting operation (cont) Associated risks include: - Underground services & manhole covers in lift area resulting in crane overturning due to inadequate ground strength. - Possible emergency should unit come into contact with utilities	Site Personnel Operator	2	5	10	Client to confirm that no underground services are present	1	5	5
Lorry loader vehicle setting up for lifting operation (cont) Associated risks include: Vehicle overturning due to excavations within proximity to the vehicle and the lift area	Site Personnel Operator	2	5	10	Operator to ensure that vehicle stabilisers when deployed are 1m away for every 1m deep of the excavation at a 45-degree angle	1	5	5
Connecting the lifting equipment (chain slings) to the load prior to the lifting of the unit. Associated risks include - Falling from height whilst ascending/descending the ladder to gain access to the unit - Falling from height whilst connecting/disconnecting the chains to the lifting points Fall from height when securing staircase	Operator	3	4	12	- Ladder to be checked for defects and stabilised prior to use, three rungs to protrude above work level wherever possible. - Fall arrest system to be attached to safety harness should roof access be required. - All certification for height safety equipment to be current & available (safety harness/fall arrestor)	1	4	4
Enter the following number in the appropriate column		Risk Rating = Probability x Severity. If risk rating is more than 9, risk is unacceptable						
Probability	1 = Unlikely Occurrence	Severity			1 = Trivial			
	2 = Rare Occurrence				2 = Minor Injury			
	3 = Occasional Occurrence				3 = Over 3-day Injury			
	4 = Frequent Occurrence				4 = Major Injury			
	5 = Often Occurs				5 = Fatality			

RISK ASSESSMENT									
ACTIVITY AND RISK		Persons Affected	INITIAL RISK RATING (IR) P x S = IR			CONTROL MEASURES	RESIDUAL RISK RATING P x S = RR		
Lifting and locating of the unit: Associated risks include: Loss of load during movement of unit		Site Personnel Operator	2	5	10	- Lifting equipment to have current certification available has required by the LOLER regulations - Units not to be lifted using jacklegs - Lifting points to be examined prior to lift commencing - Correct length chains to be used to achieve correct angle of slings - Unit to be lifted and moved with caution and kept as low as is reasonably practicable to the ground	1	5	5
Lifting and locating of the unit (cont) Associated risks include: Collision with buildings, vehicles, plant, equipment or personnel		Site Personnel Operator	3	5	15	- Client to ensure the lifting route is free from obstructions - Units not to be lifted over buildings or in extreme proximity to plant, equipment, vehicles personnel etc - Lift zone to be identified - Area for unit to be sited clear from obstructions - View of lifting path to be visible otherwise assistance is required.	1	5	5
Enter the following number in the appropriate column			Risk Rating = Probability x Severity. If risk rating is more than 9, risk is unacceptable						
Probability	1 = Unlikely Occurrence		Severity			1 = Trivial			
	2 = Rare Occurrence					2 = Minor Injury			
	3 = Occasional Occurrence					3 = Over 3-day Injury			
	4 = Frequent Occurrence					4 = Major Injury			
	5 = Often Occurs					5 = Fatality			

RISK ASSESSMENT									
ACTIVITY AND RISK		Persons Affected	INITIAL RISK RATING (IR) P x S = IR			CONTROL MEASURES	RESIDUAL RISK RATING P x S = RR		
Lifting and locating of the unit (cont) Associated risks include: Unit becoming difficult to control whilst slewing into position due to high winds, increasing the possibility of a collision		Site Personnel Operator	3	4	12	- Weather conditions to be assessed prior to lift commencing. - Guide ropes to be used where appropriate - Load to be kept as close to the ground as feasibly practicable - Lift shall be postponed in extreme conditions	1	4	4
Lifting and locating of the unit (cont) Associated risks include: Contact with overhead obstructions power cables, telephone cables, overhead pipes, fixed structures		Operator	3	5	15	- Pre-lift visual checks to be undertaken prior to work commencing - Minimum distances to be maintained between crane and power cables 9m for wooden poles & 15m for steel structures (& maximum jib length)	1	5	5
Manual handling Small cuts, abrasions, trapping injuries, sprains and fractures,		Operator	3	4	12	- Caution to be exercised when handling materials and lifting equipment. - Correct posture to be adopted always to prevent/ minimise the possibility of any manual handling associated injuries	2	4	8
Enter the following number in the appropriate column			Risk Rating = Probability x Severity. If risk rating is more than 9, risk is unacceptable						
Probability	1 = Extremely unlikely Occurrence		Severity			1 = Trivial			
	2 = Rare Occurrence					2 = Minor Injury			
	3 = Occasional Occurrence					3 = Over 3-day Injury			
	4 = Frequent Occurrence					4 = Major Injury			
	5 = Often Occurs					5 = Fatality			